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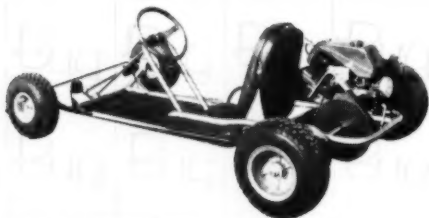
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In this month's

seventh issue of our eighth year

ROD & Custom

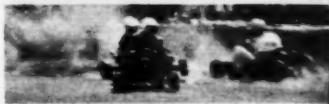
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LICENSE LINEUP

GKOA NATIONALS

MINI-BIKES



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LIKE REAL REGULAR

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NOVEMBER 1960

editor
associate editor
graphics editor
technical editor
technical editor
editorial assistant
advertising
ad production

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R. E. PETERSEN
publisher

WALLY PARKS
editorial director

LEE RYAN
general manager

AL ISAACS
cover art director

GORDON BEHN
circulation mgr.

JOHN MEREDITH
credit manager

A. M. BENEDICT
advertising director

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Word (unofficial) has just been received that production of the '32 Ford Roadster has ceased.

No, we're not twenty-eight years behind the times nor are we just recovering from the shock that the classic *deuce* will no longer be rolling off the line at Dearborn's River Rouge plant. Rather, it has just been learned that in diminutive fashion, history is repeating itself as AMT Corporation discontinues its production of the popular '32 Roadster plastic model kits in order to make facilities available for new offerings. We're in favor of progress, to be sure, and have been delighted over the intricate detail to be found in AMT's latest models, but the discontinuance of the most sought-after kit came as a shock. In the Los Angeles area the '32's were conspicuous by their absence from the shelves of the local hobby dealers. Scalpers demanded — and got — fantastic prices, or some hobby shop proprietors allowed you to buy one as a premium for a certain astronomical "minimum purchase." Let us hope that if the rumors are true it is only a temporary lapse until a new '32 Roadster is introduced with better firewall detail, accurate frame sculpturing, etc. Viva la Deuce — large or small!

Karting is back on the scene this month with a report on the GKCA Nationals. We saw a number of the country's top drivers in action including Indy 500 winner Jim Rathmann, shown at right with "ladybug" Faye Pierson. Jim's new kart was on display at Azusa and the Miamian can be expected to mix it up in December at the Grand Prix Kart Club's annual *Fire Drill* at Nassau. Stirling Moss, now part owner of a kart manufacturer in England will be there ready to GO, and a race with these two drivers as well as a gaggle of GKCA and Grand Prix Club champions should be a sight to behold.



Bonneville fever is upon us as of this writing with a host of attacks planned against the existing World's Land Speed Record. Dimming the enthusiasm was the fatal accident of Athol Graham, the Mormon elder who was continuing in the tradition of the great Ab Jenkins by attempting to up the records set on the salt desert near his hometown of Salt Lake City.

The NHRA's "Big Go" is close on the agenda and next month's R&C will carry a list of the new records and record holders from it as well as from Bonneville. You'll have to bear with us till January tho' for details on these big events in the rod and custom world.

Lynn Wineland

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ROD & CUSTOM

NOVEN

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Spitfire



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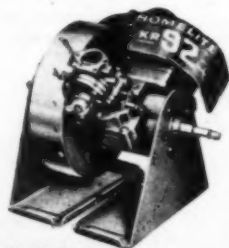
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"BIG GO"

DEC. R & C

OUR READERS WRITE

DP IN DES MOINES

Why everyone runs down the east (west) and the west (east) I'll never know. I've seen a lot of both types of machinery from the east and west. I like most of it.

If they really want to know of a sad, sad situation, they should try the midwest. Our rod and custom boys are going through the rear lowering, dummy lakers, gook (chrome goodies), mud flaps and loud muffler stage. I'm sick of it.

Maybe it's unfair of me to compare it with the L.A. boys (where I lived for a year) or the old pals in Tucson, Arizona (where my Dad has a paint, body and custom shop and where I lived for 14 years). In 14 years of western iron I haven't found as many gook wagons as I have in 1 year of midwestern junk.

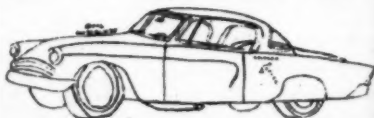
In Tucson I knew Lyle Fischer (through Dad) and he would have a heart attack if he turned under 160 in the fourth. Here a crew had Jollies when their Olds powered dragster broke 100.

Also I'm the president of the Mini-styles miniature rod and custom club. All interested people can contact me.
Rod Brodt

3416 Cambridge
Des Moines, Iowa

STUDE FAN

I have been reading your magazine for years and I really like it except for one thing — it doesn't have enough drawings in it. Here is my plan for a Studebaker coupe I hope to build. I



am hoping that you will think it is good enough to publish in your fine magazine.

James Bennett

Woitsburg, Wash.

continued on p. 12

ROD & CUSTOM

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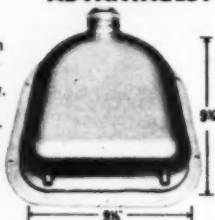
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OUR READERS WRITE

continued from p. 10

... AND ANOTHER

I am an interested reader of your magazine and I have noticed quite a few custom drawings.



I hope that my car will be good enough to be entered in your mag. It is a '53 Stude.

Robert McKanna Mundelein, Illinois

MAD AT THE WORLD... AND US!

I used to think Rod & Custom was a good magazine. I don't any more. I used to read your magazine, now I read parts catalogs and Karl Kohler comic books and learn the same things. I am sorry to say I believe your mag to be fast becoming a worthless piece of paper; time was when you boys had great coverage on cars, karts, and even better tech articles, but I fear this is no more.

I would like to voice my two-bits worth on the East vs. West controversy. I think East right now is on the verge of passing West. One year ago I wouldn't have said this, but not now, as one of your readers said, West is building inert pieces of chrome and candy paint. I think rods and customs are great as long as they are kept in reason. I further think the cars aren't being built with any purpose except to win trophies and show off. The only reason I can see for building a car is for something slightly different and better than what the screaming masses are.

continued on p. 16

ROD & CUSTOM

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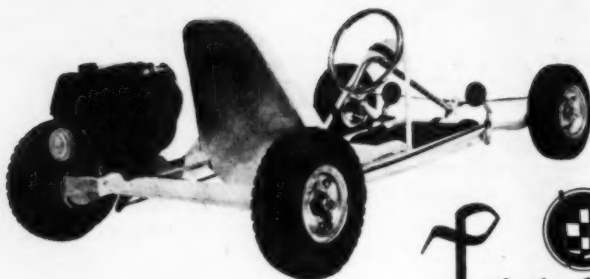
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OUR READERS WRITE

continued from p. 12

On the karting scene, I am biased since I own one, but I believe they are great little machines and deserve a place in car mags. It is possible that you can have too much of a good thing, and you have done just this.

Here's hoping for a return of the good old Rod & Custom.

Kent Caveny

Portland, Oregon

THE ULTRA ROD

I am sending you a picture of the rod I hope to build someday. I would like to see it in the "Our Readers Write" section.

As I am only thirteen years of age, I don't know all the parts of a car, but I will try to explain them as clearly as possible.

First of all, the power plant is a '57 Chevy mill, popular among rodders. It is "cooled" by a GMC blower. The carbs are dual quads with a J. C. Whitney throttle linkage. The Chevy mill is equipped with an Isky cam, push rods, lifters and rocker arms, Edelbrock pistons and intake manifold. The stock Chevy flywheel is used with a Ford truck clutch and '39 Ford box.



The frame is constructed of 2" chromemoly tubing. The fiberglass body is made completely by hand. The axle is a three inch Dago unit which supports two 16" motorcycle wheels. In the back, two 7.60 slicks are used with Buick reversed and chromed wheels. The taillights are made by hand from plexiglass.

The interior is all done in red. The dashboard is from a '59 T-Bird. The trans housing serves as a tach mount. The hood, trunk and light switches are mounted there, too.

Dennis Smith

Livonia, Mich.

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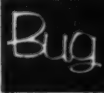
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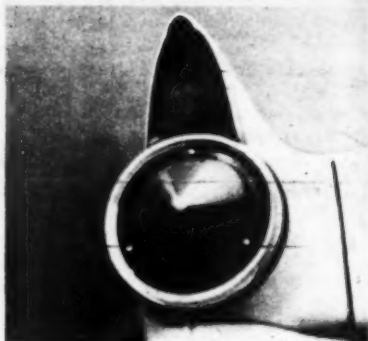
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ROD & CUSTOM

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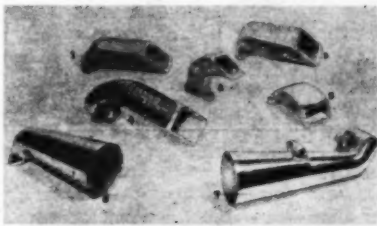
New Conical Lenses. These new cone-shaped bolt-on replacement taillight lenses of smooth red plastic, for the '56 Ford, are the newest item in Lee Plastics' broad line of special lenses, available for most of the popular cars. Write Lee Plastics, 10832 Plymouth Road, Dept. RC-11, Detroit 4, Michigan.



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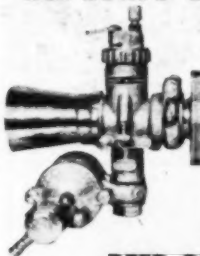
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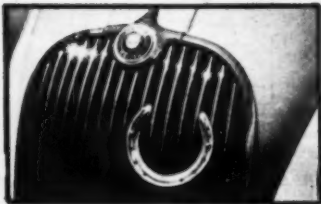
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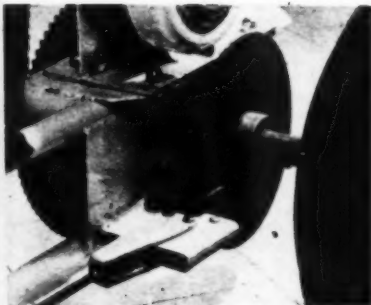


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J. C. Whitney & Co. offers one of the world's most complete lines of auto parts and accessories. The giant new 388 page 25th Anniversary Catalog is one of the largest ever issued by Whitney. The Catalog lists over 1,000 items for all makes and models of American cars and trucks, including the new compacts. Whitney's new catalog is available for only 25¢ to cover postage and handling, the 25¢ will be refunded with your first \$5.00 order. J. C. Whitney & Co., 1917-19 Archer Ave., Dept. RC-11, Chicago 16, Ill.



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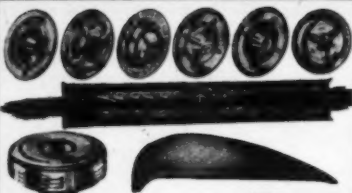
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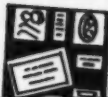
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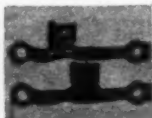
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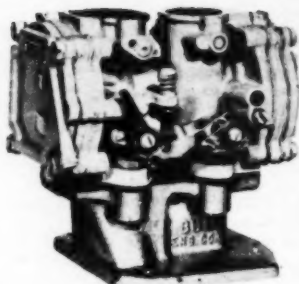
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V-Power Manifold Kit for West Bend engines. The kit includes a new die cast aluminum manifold, V-shaped reed assembly and the gaskets required for installation. The new manifold replaces the present reed plate. It has an integral crankcase stuffer which increases crankcase compression and insures a better "charging" of the combustion chamber. The entire manifold is designed for a free flow of mixture to provide "good breathing" under all conditions. The "V-Power Manifold" and other new accessories are available through authorized West Bend Power Bee engine dealers and distributors.



ROD & CUSTOM

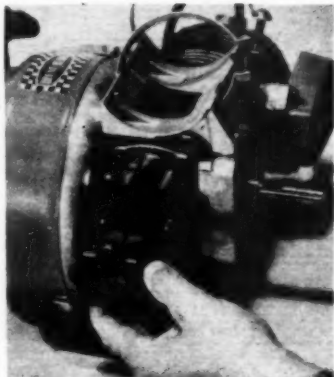
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Utilizing the third port on the MC-5 or MC-10, the new dual manifold from Bug Engineering gives extra power and performance. Each carburetor has its own intake port, letting one carburetor work off the reeds while the other utilizes the third port. Kit comes complete with diagrams and instructions. Manifold Kit (with complete linkage), \$9.95. From Bug Engineering, Dept. RC-11, 330 South Irwindale, Azusa, Calif.

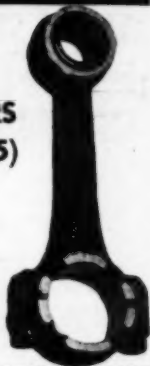


STEEN'S, the complete supply center for all kart parts and accessories, announces the latest addition to their own famous line of "Musket Flared" exhaust headers, the Mac Musket, designed and built expressly for the McCulloch MC-5 and MC-10 engines. Of sturdy, cast aluminum construction, polished to a high lustre, the bell-mouthed beauty directs the gases from the ports in a smooth flow to exit rearward from the port or upward (90° model not shown) to suit any engine mount positioning. Specify rearward or upward style. \$7.50 each from STEEN'S, 19 East Valley Boulevard, Dept. RC-11, Alhambra, California.

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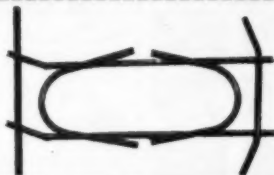
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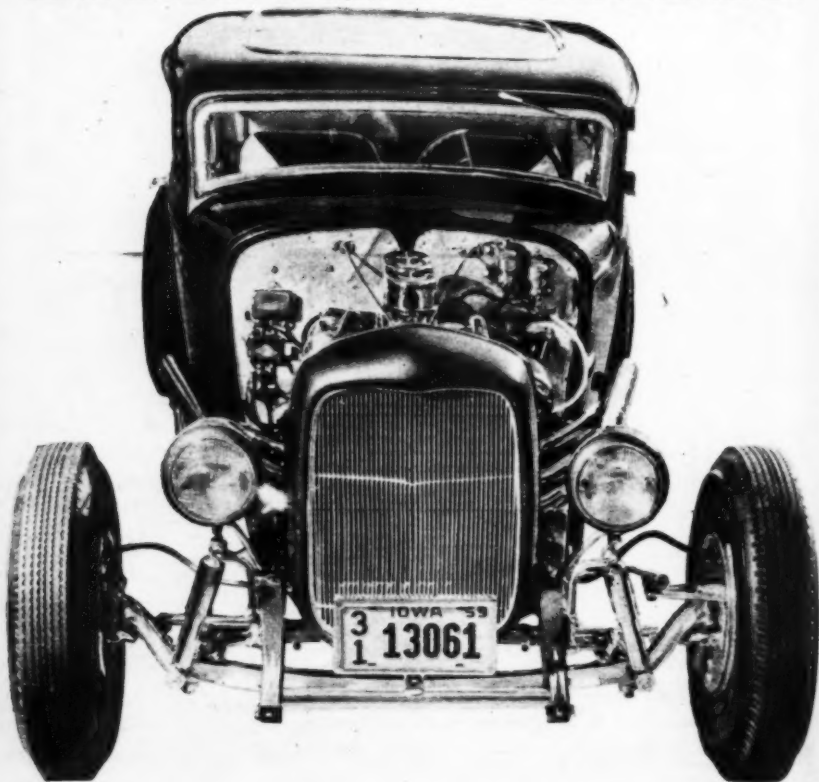
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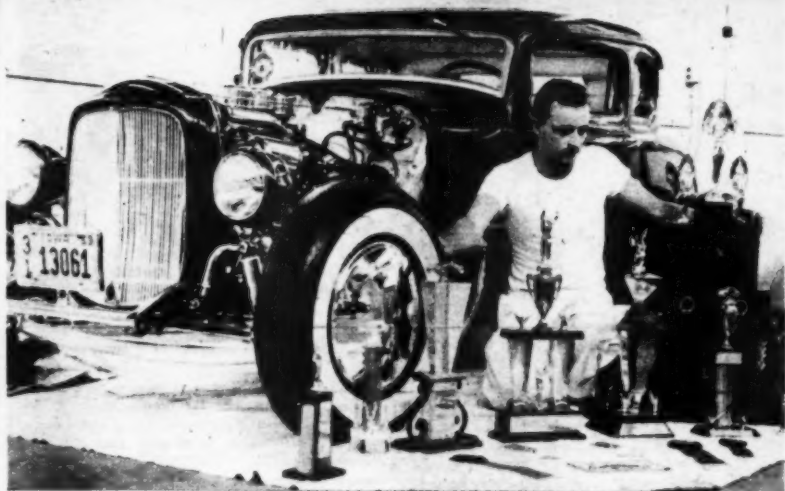
5180 Venice Blvd. RC-11
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CORN BELT COUPE

channeled deuce coupe is iowa showpiece

The land of the tall corn has recently sprouted some short coupes. One of the shortest is Noel Mauver's '32 Ford five-window coupe hailing from Dubuque, Iowa. Low profile is result of 5 inch chop, 7 inch channel and 3½ inch dropped axle. During chopping process, roof hole was decreased 4 inches on all sides and green tinted ¼ inch plastic installed for a "sunroof." Grille and shell received 6 inch surgery; radiator filler hole, cowl vent, have been filled.





Noel looks proudly at show gold his four-year hobby has won. Coupe turned 95 mph in 15.5 seconds at drags. Husky roll bar, seen through windows, has been upholstered to match interior. Original bracket supports front license plate. 15" wheels are used.

Pleated green and white Naugahyde interior is visible through "sunroof". Hand-formed moulding surrounds edge of opening. Steering wheel is '56 Ford, door handles are '49 Ford. Full dash, pendulum pedals are used. Radiator has pleated cover for shows.

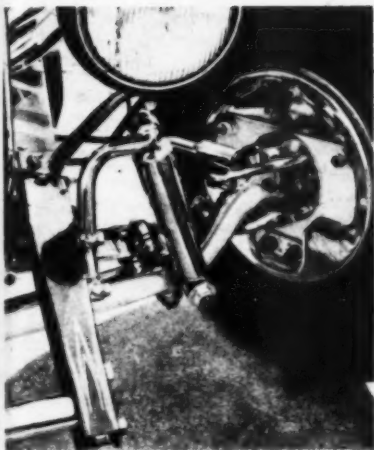


CORN BELT COUPE

continued

Size of rear window gives hint of overall lowness of coupe. Cab of '32 Ford pickup was used to build lower body pan. Exhaust pipes extend neatly through '47 Buick tail-lights flanking license. Power from engine to 8.00 x 15 rear tires goes by way of '39 Ford trans with Lincoln Zephyr gears, '48 Ford rear end with 4.11 gears, safety hubs. Entire running gear has been chrome plated. 15 coats of hand rubbed Glade Green lacquer adds the finishing touch. 22 year old Noel, a member of Dubuque Slo-Pokes Hot Rod Club, started coupe in high school as a hobby.

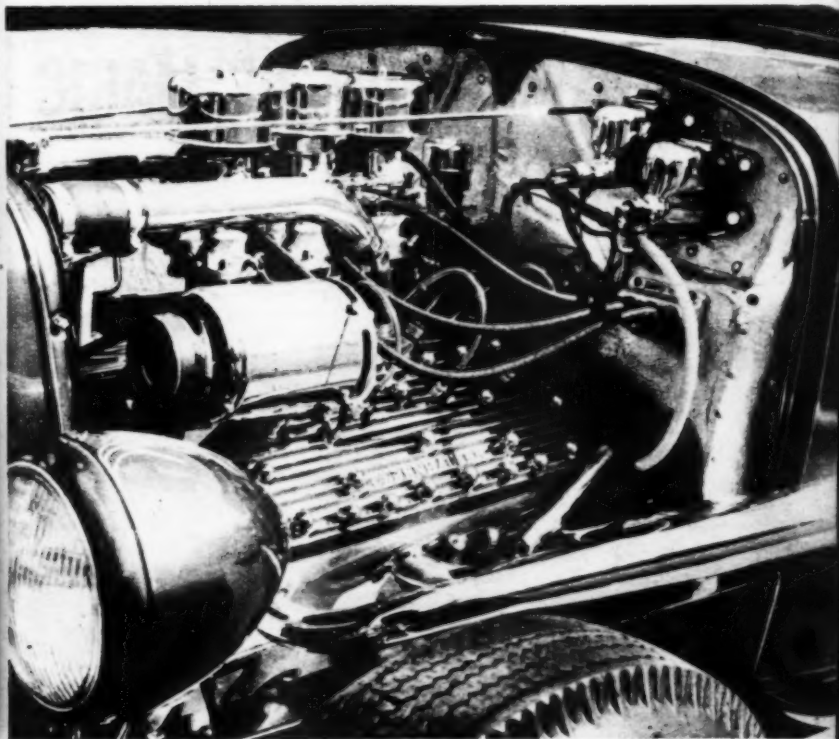


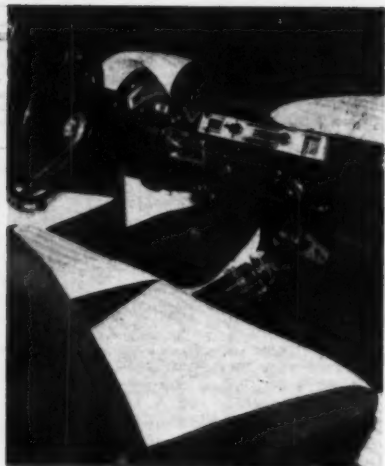


Nearly every piece of front suspension has been chromed. Hydraulic brakes are from '41 Ford. Gabriel shocks mount on brackets made from '49 Ford truck shock mounts. Headlight brackets bolt to frame. All extra holes in frame have been filled. Tires are 6.40 x 15.

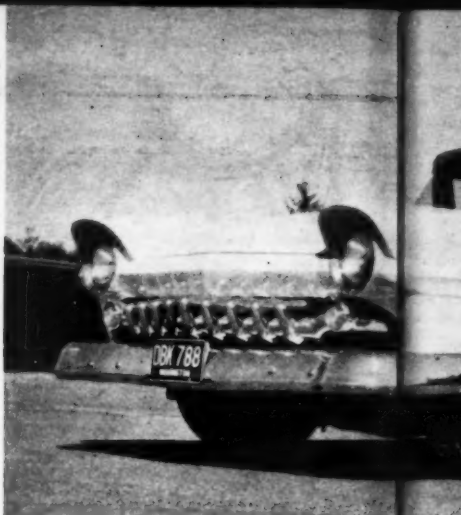
photos by Bob Woodward Jr.

'42 Ford truck block was bored and stroked to 286 cubic inches. Racing pistons, light valves, Iskenderian 400 Jr. cam, light fly-wheel, Offenhauser heads and triple manifold give flathead its muscle. Brake and clutch cylinders, headers have been chrome plated.





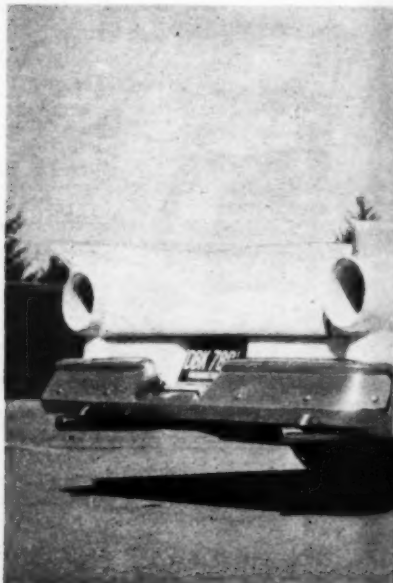
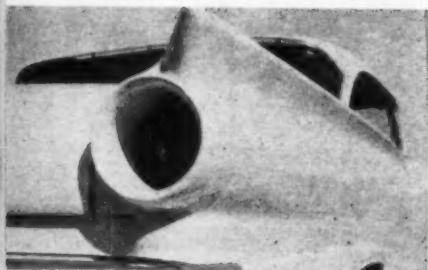
photos by Bud Long

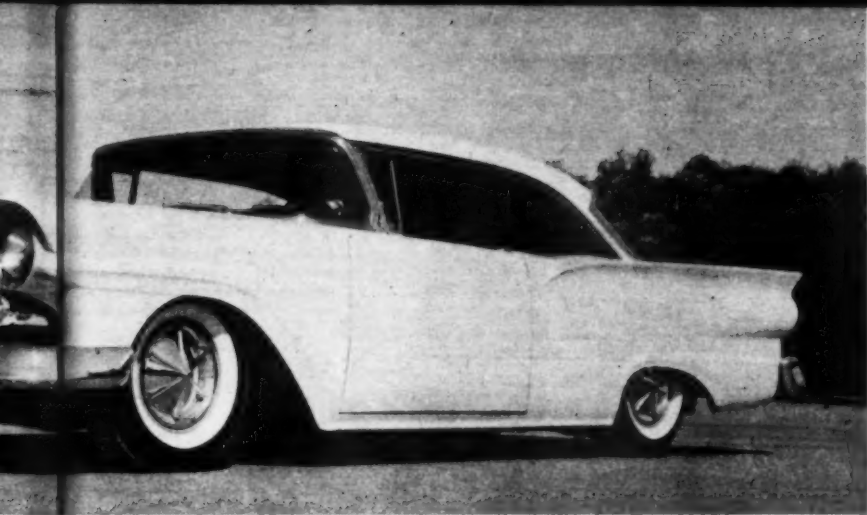


good customs are achieved by a lot of work and...

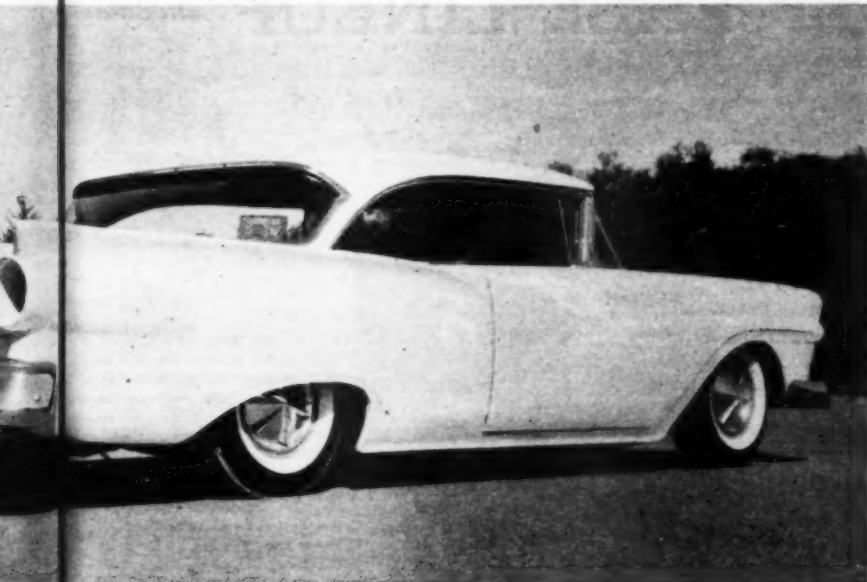
A MINIMUM OF MAGIC

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Occasionally in this day of scallops, "kickstand" exhausts and fuzzy rear view mirror liners there comes along a car whose only magic is good design and quality workmanship. Such a car is this '57 Ford hardtop owned by Paul Plebuch, Seattle, Wash. Nose and deck trim had to go, headlights were frenched with '56 Ford truck rims, taillights tunneled and frenched. All side trim was removed, enhancing sculptured fender lines. Sectioned '58 Ford rear bumper, '54 DeSoto grille, 4 inch lowering and coral paint top it off. Interior of black worsted and white Naugahyde has fire extinguisher, extra instruments, tachometer.



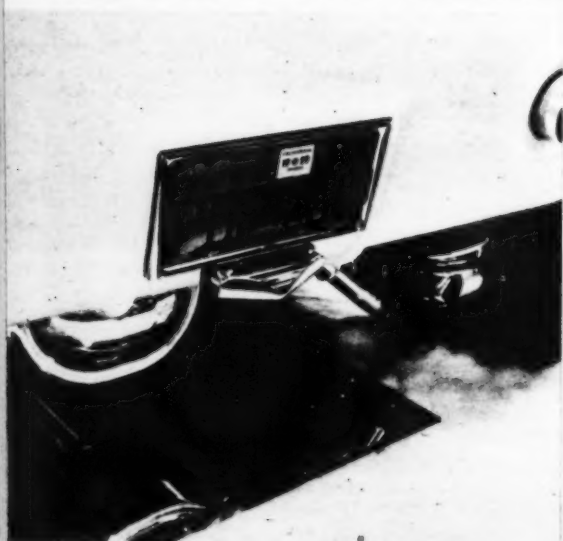


As long as automobiles have been licensed, there has been the problem of where to put the plates. Customizers have tried many ways to improve on Detroit's designs. A real boon to both customizers and Motor City came when plate size was standardized. Here are some of the latest custom ideas.

1950 Ford turned pickup has original trunk handle smoothed and frenched to rear panel. This arrangement allows stock license light to be retained.

Wide flare on deck of '57 Chevy narrows to peaked hood over license. Expanded metal backing, scallops lend decoration. Key hole is neatly hidden by hood.

LICENSE LINEUP *shedding*



A little different treatment of hooded and peaked frame is seen on Ford retractable hardtop. Extensive metal work has been done on lower body, nerf bars.

Bar stock molded to body fits snugly around plate and extends under body. Mirror, pleats and chromed running gear identify show car — no bumper necessary.

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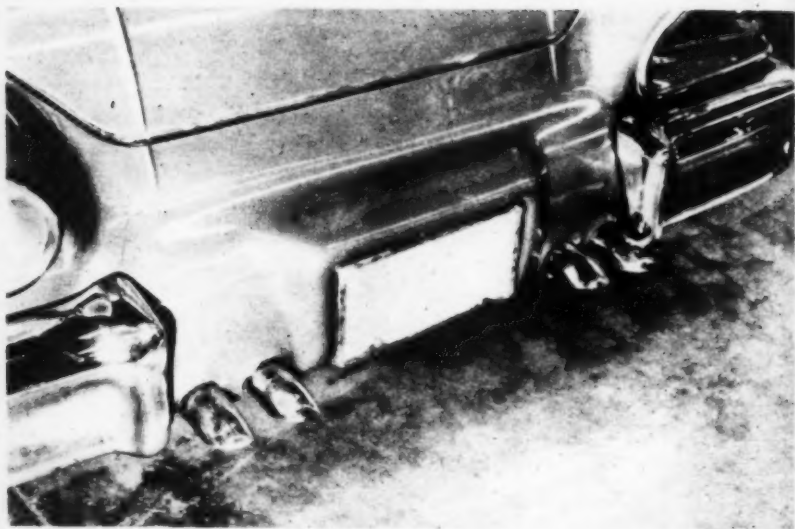
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STOM



the afterthought look, plate positioning can be planned





Center section of bumper of '58 Chevy has been removed and hand-made lower section installed. New license mount fits very closely to plate but leaves no room for license light.

License has been deeply recessed into lower body pan of '40 Ford sedan. Edge of opening has been rolled; expanded metal covers inside areas. License light mounted above plate.



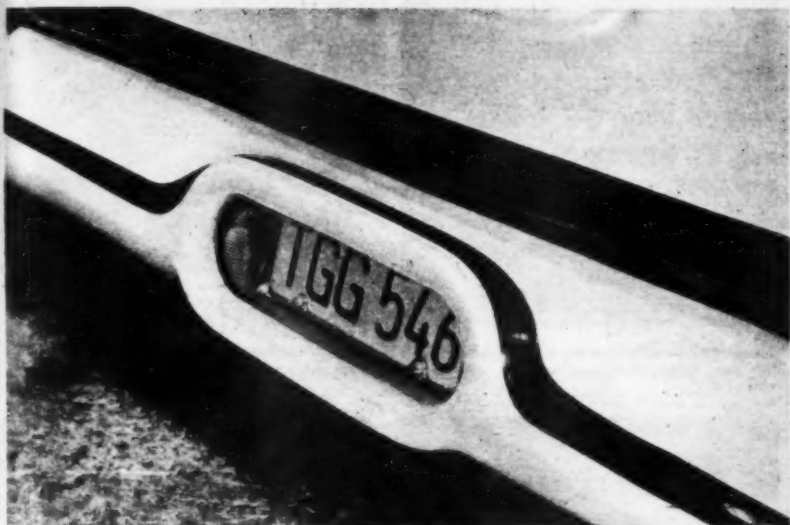
Chevro
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LICENSE LINEUP

NOVEMBER



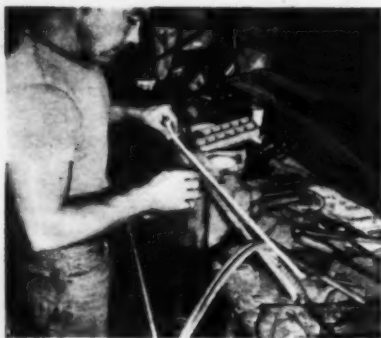
Chevrolet Cameo pickup truck has license recessed into bumper. Rolled edge of opening was made from two U-sections of exhaust tubing. Expanded metal around plate; light is hidden.

1936 Ford coupe (1) has rear plate mount made from '49 Chevy front license guard with bars welded to outside. Expanded metal fills body opening behind plate frame, gives scoop effect.

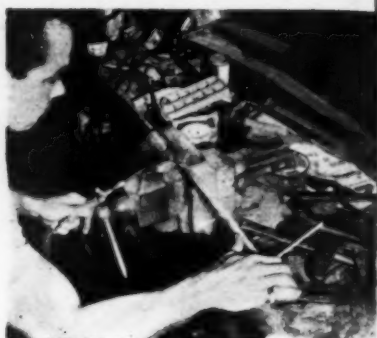


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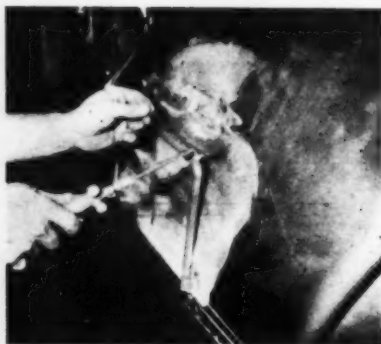
LICENSE LINEUP



Measurements made for plate frame on rear of '40 Ford are transferred to mild steel bar.



Bar is heated with torch to make bend. Heating must be even for proper shape in curve.



With paint removed, bar is tacked in position and concave sheet metal used for fill.



Bar is then checked carefully for proper alignment and welded solidly to trunk door.



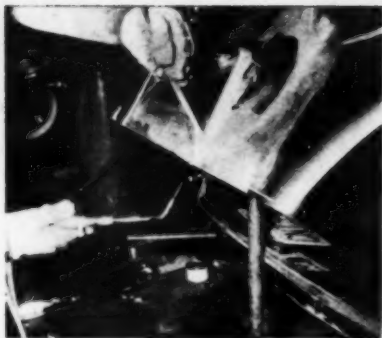
Pattern may be made and fitted before cutting side fillers. Check fit before welding.



Same procedure is followed for panel below deck lid. Alignment with trunk must be good.



Rotary wire brush is used to clean all welds completely in preparation for tinning process.



After proper tinning of metal, torch is used to apply lead, keep it soft while shaping.

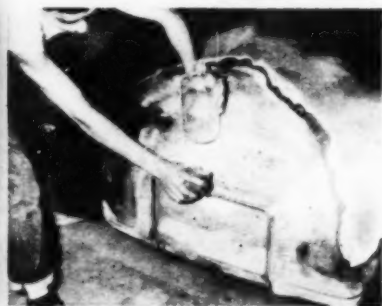
LICENSE LINEUP continued



After shaping with lead paddle and torch, vixen file is used to finish to final shape.



When metal work has been finished, sandpaper is used to featheredge remaining paint coats.



All area to be painted is thoroughly washed with metal-prep solution to remove all oil.

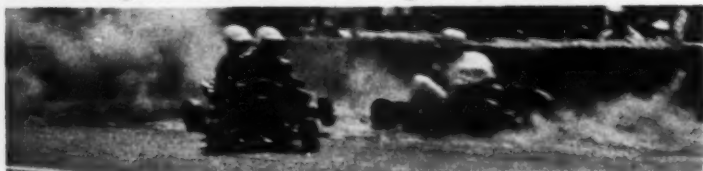


Finished job has satin finish aluminum backing and new paint. License should have light.



KARTING TAKES A GIANT STEP

technological strides seen at gkca nationals



Although spinouts were numerous, as this one on turn 1 after start of B class heat shows...



...crowd was treated to exciting moments and drivers were given every protection by...



... quick-acting officials and course marshals to see that no serious accidents occurred.

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domesticity was found in the pit area between races when Faye Pierson sewed shirt patches which arrived late during three day event on shirts of team members. Difficult to tell affiliation except by back patches, entire team was composed of Bug, Cad Kart, Cool Kart and Hinger personnel. Seamstress is also handler.



Few spectacular flips occurred, but adequate safety regulations prevented injuries in those that did. This driver was wearing full coverage helmet, leather jacket, gloves when kart went topsy turvy on banked turn 7. Moments later he was up, brushing himself off and ready to get back into the thick of action.

OWS...



by...

Unanimously acknowledged as the most exciting race of the meeting was the last heat of the C Class struggle. With a win and a second place apiece, Duff Livingstone's Konig-fired Go Kart 800 got the jump on the Yamaha twin "Special" of Chuck Balsiger and held the lead throughout heat with Chuck always on heels.

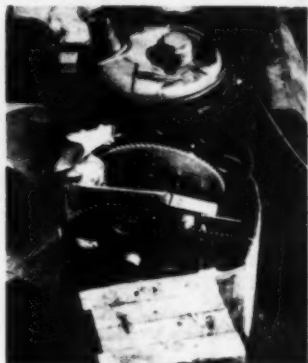
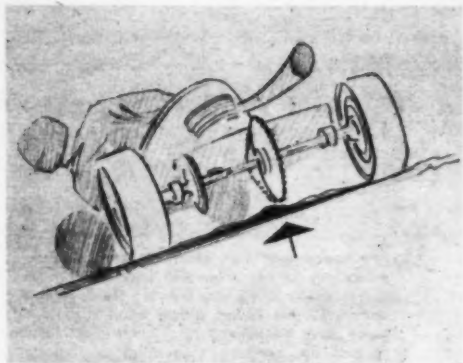
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CUSTOM

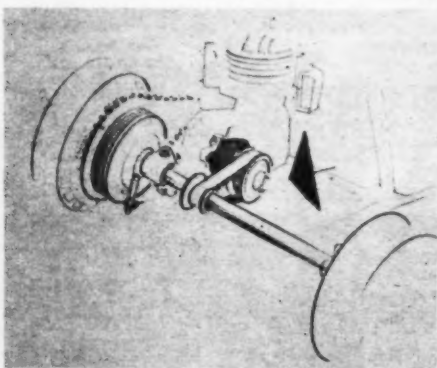
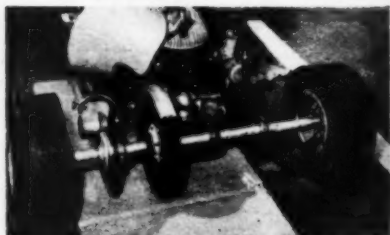
Races over, tensions were eased with a laugh as diminutive Bill Thomas brought along five gallon drum to equalize elevation and collect bets from stately Sheila Moser, Queen of the Little Go. Bill's perfect three heat win tied with Sweepstakes winner Bill Jeffery, and only a slower qualifying time put him 2nd.



KARTING



Problems too often encountered at the Nationals indicate that a better mousetrap must be built. Broken chains kept many a potential winner from a chance at the gold, including last year's standout "Ladybug" Pierson (top). Large diameter sprockets are particularly susceptible at center of axle where surface irregularities can pop chain off easily. Car builders look for answers with dual chain drives, jackshafts, etc. Standard equipment in many pits was box of sprockets in varying ratios, color-coded in bright anodize for fast identification.



Gilmer or timed belt drives are new on the kart scene, but have proven equal to the task. Tom Spalding's kart, recipient of the coveted "Best Appearing Kart" trophy was completely dependent on this type of drive with not a chain in sight. No difficulties were encountered. Setup is seen at right. Timing belts also appeared on Duffy Livingstone's Konig kart, used to drive the water pump off the rear axle for the water cooled rig. Stylist Pelly envisions a similar situation at left, but instead of water, fuel is pumped from forward mounted tank to assure constant supply and pressure. Pump is of centrifugal type, thus no return line is needed to bleed pressure back to tank. Drives of this type absorb very little horsepower, but pulleys can become expensive at present volume used. Popularity could change this.

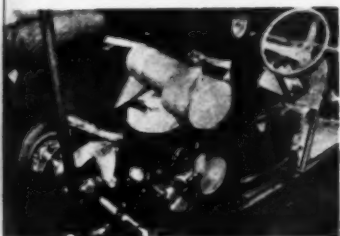
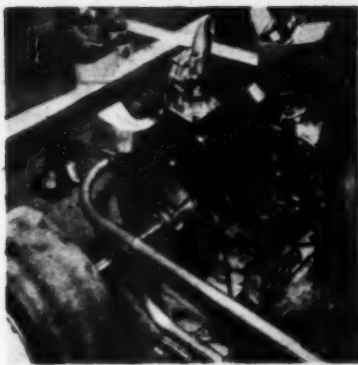
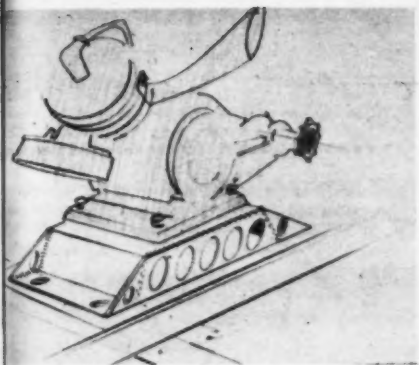
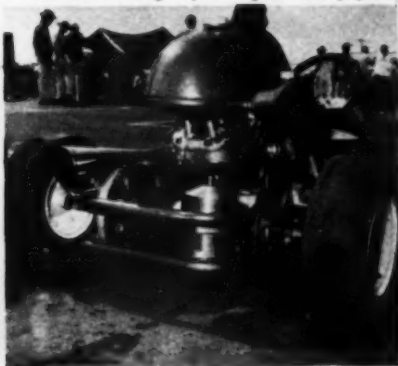
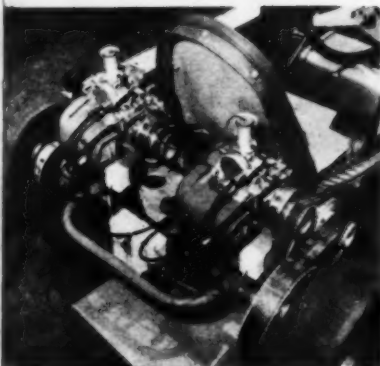
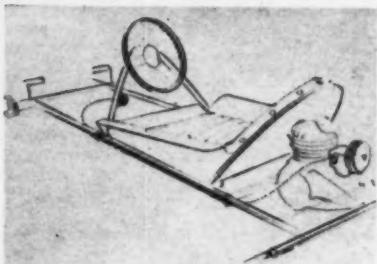


Illustration by Chazz Pelly at upper left shows beefy engine mount plate liberally "holed out" to prevent an excess of weight. Sprung mount appeared at Little Go on the Mac-powered entry at top, right. Vibration can play hob with all but sturdiest or dampened mounts, resulting in fatigue and possible loss of engine during race. This happened to B Class driver V. E. Holland when Mac-5 dropped off right mount of Go Kart 800 turn at 8. Holland spun out and drove back to mill, which was still running, reached and shut it off. Big Villiers motorcycle engines like that at left need even sturdier bracing. Cycle engines are popular.





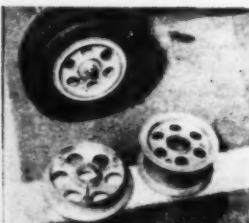
KARTING

continued

As seen below, setting the carburetor mixture during race can be troublesome. This Go Kart Racing Team member reached back at same spot on seven consecutive laps and here, the wobbly, one-handed driving caused driver Ben Hunt of Walla Walla, Wash. to take to the dirt. Mixture adjustments seem to be inevitable, but logical solution appears to be remote adjusting mechanism with knob or lever in front of, or near driver, within easy reach.



Big motorcycle engines continue to grow in popularity. In addition to Balsiger's rapid Yamaha 250 there was Ted Petersen's Villiers-powered "Caretta" (left), George Walters', R. G. Hill's and Bob Carlton's Zundapp "specials" and Bill Woolard's Maico inspired B.O.M. Kart, seen at right. Several engines based on motorcycle components also appeared, such as Bill Smith's outfit which used a Zundapp barrel and head on Bill's own rugged lower end setup, slated for future production.



New wheels made their first appearance at Azusa, adding to professional appearance of what was originally a low-cost plaything. Go Power wheels at left are beautiful die cast products, liberally ventilated. Four sturdy struts support hoops on cast aluminum wheels by CT Alloy Products of Hayward, Calif. (right).



Hands aluminum and magnesium wheels used by many competitors and much interest has been shown in new aluminum offerings by Azusa Engineering and the Bill Matthews Company. Valve spring suspension was tried out by several competitors, shows trend toward rideability.

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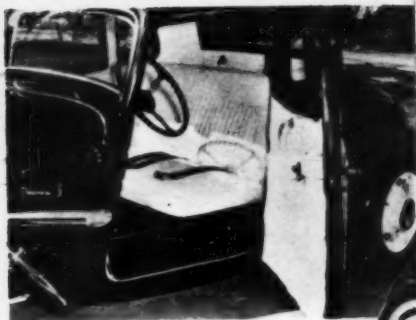
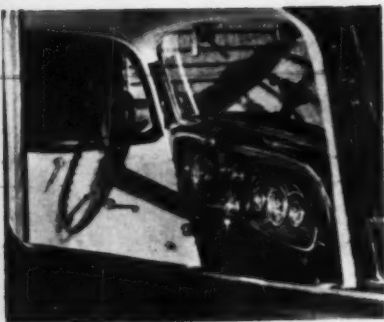
USTOM



The shape of things to come is projected in a pair of educated guesses by noted designers Bob Hubbach and Chuck Pelly. Specials based on components by kart makers will appear in greater profusion at the next Nationals. Hubbach's drawing, above, shows extended frame to give more legroom, semi-covered rails to shroud steering gear and provide heel troughs. Big gas tank has kart number, knock-off cap. Engine is Yamaha with tuned stacks.

Pelly retains open feeling with reinforced hammock-style seating. Heels rest on forward mounted pedal platform. Like Hubbach, Chuck's design uses Yamaha 250 and retains use of gearbox. Both men agree on flatter positioning for steering wheel, effected by use of aircraft control U-joints in steering shaft. Next year's Little Go is bound to evolve some further developments beyond the imagination of what we can guess from '60 championships.





college comes first

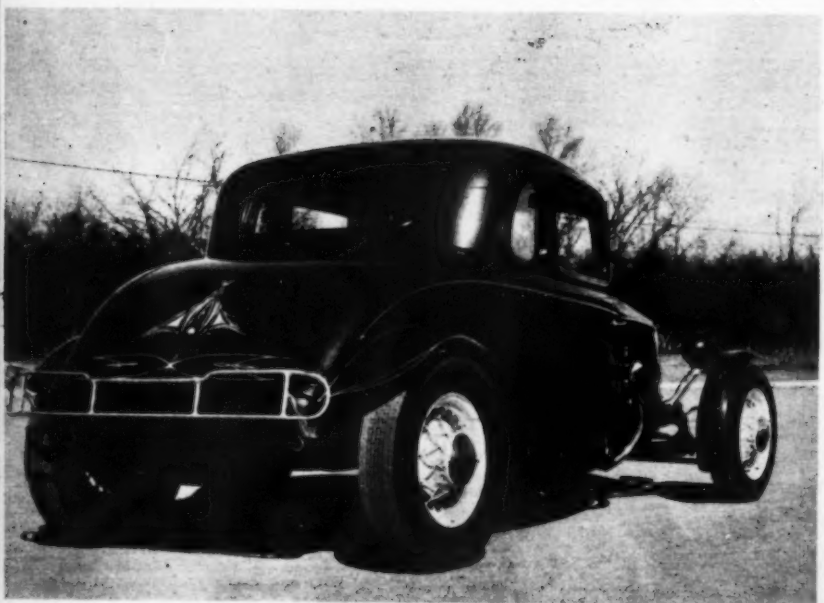
*...but dick ruhlman's coupe
runs a close second*



photos by pete sukalac



In this space age, a fellow's education should be of first importance. To a rodder like Dick Ruhlman, Eugene, Oregon, this means things like multiple carbs, big cam, and other goodies will be a while longer in coming. Dick is luckier than some, though, because his channeled '34 Ford coupe is already an eye-catcher. Reworked from the ground up, car was stripped, cleaned and undercoated. During reassembly, body was channeled 8 inches over frame. Paint is metallic plum; interior is white Naugahyde with black rugs. Dash has new instruments, including tach. Pendulum pedals and '36 Ford dress wheel complete interior. Kelsey-Hayes 16" wheels mount 7.00, 5.50 blackwalls for business-like look.



college comes first

continued

Road clearance is no problem with stock axle and sectioned grille. '46 Ford brakes, spindles, hubs replace early parts. Hand-made hood has six rows of 3 inch louvers. Front fenders are cycle-type; rears are bobbed original items. Rolled rear body panel is protected by nerf bar. License and taillights are mounted below body. Stock (for the present) '56 Chevy V8 is mated to '39 Ford transmission by Cragar adaptor. Fine headers and exhaust system were built by Paul Wellborn, Eugene. Lack of excessive use of chrome is refreshing, saved many dollars in building. Now... off to college!



MINI-BIKES

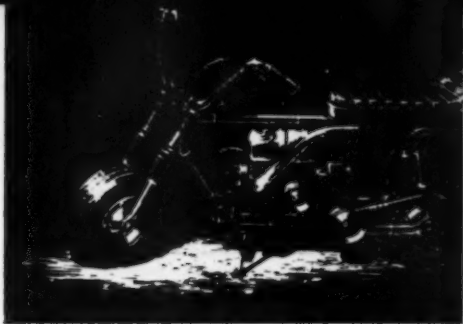


what's presently available and on tap in small size cycles

Like its cousin the kart — which some say has too many wheels, the mini-bike was a real sleeper. That is, no one dreamed that so basic a vehicle of such low cost and simple construction could develop into the basis for a vastly popular sport. But, develop it has, and with such impetus of late that many believe it will soon rank among the top motorized hobbies by virtue of the amount of enjoyment to be gleaned from so small an expenditure. A cross between a scooter and a motorcycle, yet smaller than either, the mini-bike has hit the scene like a ton of bricks. Originally built with the idea of truly compact transportation to be carried in the trunk of the family car and used for getting around the pits at drags and sports car races, the tiny trotters soon found their way into boats, light planes and any application where something better than walking was desired after leaving the 'parent' vehicle. It was only a matter of time until the spirit of competition entered the scene and mini-bike racing began. Go Kart Raceway in Azusa, California put a flat track for the cycles in the infield of their famed road course and now holds monthly events which are comprised of track racing, both road and dirt, and a cross country scrambles. The Tiny Bear Run, sponsored by this publication and reported on in last month's R&C helped get the snowball rolling and looks like it may well become a regular event. Manufacturers are working late to keep their designs up to the demands of the sport and the riders.

On the next few pages we present the current offerings of manufacturers and designers, plus a design forum on what to expect in the future of this exciting pastime of mini-bike riding and racing.

For those who want to start from scratch, plans are available. Perhaps most advanced design coupled with simple construction is found in Delta Design Min-A-Bike. Second in series is now offered, including full materials list, where to get parts. Min-A-Bike uses any of popular West Bend engines, or instructions are included for adapting Yamaha 125 with gearbox. Features are good front and rear suspension, foot pegs, long saddle and handlebars that clear knees. Blueprints are \$3.00 from Delta Design Co., Box 41001, Los Angeles, California.



Two models are offered by Go Kart Mfg. Co.: the Clinton A-400 powered "Greenhorn Enduro" at \$119, and the "Big Bear Scrambler" at \$149 with a West Bend 580 engine. Frame and general construction are the same for both models, which may be licensed for street use in many states with addition of lights, muffler. Weight is approximately 50 pounds for 22" tall machines. Probably more cycles are in use from Go Kart than all others totaled, as this company pioneered development of mini-bikes, producing first one three years ago. Brochure on Go Kart Cycles and karts is \$1.00. Write Go Kart Mfg. Co., Inc., 6300 North Irwindale Avenue, Azusa, California.



Used auto parts are the basis for the sturdy looking "Popcycle". Clinton engine is shown on plans, but most small two strokes could easily be adapted. Drawings include sidacar construction and mounting. Basic frame parts can cost less than \$1.00 at local wrecking yard. Finished weight is but 55 lbs. Step-by-step instructions accompany plans. Price is \$2.00 from "Plan Man", 2631 Kensington Way, Stockton 4, Calif.



MINI-BIKES continued

Nothing succeeds like success and the Caper Cycles of Ben Hunt & Son really did themselves proud at R&C's Tiny Bear Run, taking five trophies (including Sweepstakes) with two machines entered. The low-priced Roadrunner (\$129) with Clinton A-400 engine suits the beginner or average street rider, but the builders recommend the hearty 7 inch West Bend-powered Falcon at \$159 to off-the-road or competition riders. Thick foam seat on Caper Cycles is valuable planning, as is provision for wide, knobby front tire. Fenders, other accessories are available. Manufacturer, also in kart business, has made provision for fast swap of complete engine assembly with Caper Kart. More information comes from Ben Hunt & Son, 14 S. Palouse St., Walla Walla, Washington.



Soon to be available in kit form, the *Lil-Injun* mini-bike is presently found in a comprehensive set of blueprints, instructions and buyers guide. Construction is simple, sound and inexpensive. Frame is suitable for all kart engines and builder may select make and horsepower desired. Speeds of 50 mph are possible with 5 hp engine. For racing use or rugged abuse, frame can be made on heavier tubing than specified. As on most mini-bikes, lights are easily adapted to meet local statutes for licensing. Plans sell for \$2.50. Mar-Max Products, 665 Washington Street, Salem, Ohio.

A new lightweight capable of speeds up to 40 miles per hour and mileage of up to 125 miles per gallon is marketed by the Columbus Cycle Company. The *Rocket Motorbike*, a new two-wheeler, has an overall length of 52 inches. Powered by a $2\frac{1}{2}$ horsepower four-cycle engine, the compact *Rocket* can fit into any space 32 inches high, and 24 inches wide. The *Rocket* has hand operated brake and throttle, automatic centrifugal clutch, recoil-type starter. Drive is No. 35 roller chain with spring-type steel tubing frame. Retail price, less than \$100. Columbus Cycle Co., Columbus, Nebraska.

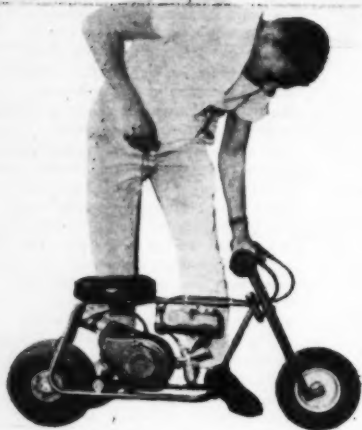


With an eye for comfort and competition, Luther Engineering produces the most complete line of mini-bikes. Starting with kits which consist of frame, front fork, handlebars, motor mount, axles and seat only, the simple Viper can be had for \$29.50, or \$10 less if you feature doing your own welding. A similar kit for the sprung frame Cobra runs \$49.50 including swing arm and shocks; or knock off a ten for the unwelded kit. The rigid Viper E-1 with direct drive is \$119, or the E-2 with clutch goes for twenty more. Should you wish to make your own engine selection and installation, deduct \$30.00 from the price of the complete bike. The E-3 Cobra with deluxe buddy seat, chrome handlebars and spring suspension is \$185, or \$145 less engine. A new competition model Cobra, the E-3 C with Yamaha, McCulloch or many other available engine installations is now ready. Prices may be had on request from Luther Engineering, 342 N. Fair Oaks, Pasadena, California.

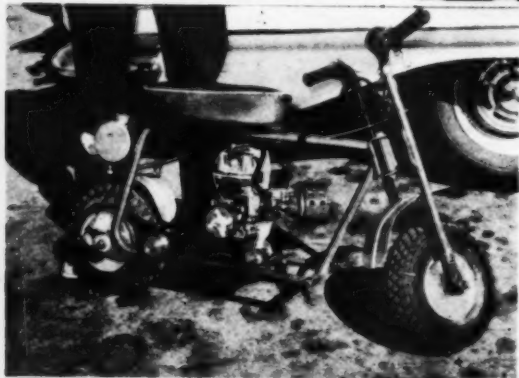


Of simple construction, ideal for school shop projects, this mini-bike was designed and developed for just such a purpose. Featured in R&C's May 1960 issue under "Karts in School", younger builders will find these plans easy to follow. Frame can be made for less than \$10, according to designer. Folder on how to start program in schools accompanies plans, all for \$2 from Cycle-Cart, 19600 Vose Street, Reseda, Calif.





One of the most disheartening things found at the "Tiny Bear Run" was the toll taken on machines by the primitive countryside during this first dirt event of any duration. Luckily, one rider brought a welding outfit and gussets and braces were added in profusion. This was particularly noticeable around the fork steering heads of many competing irons. Inaccessibility of gas tanks on most factory built bikes was another vexing problem, although current short burst heats which require no pit stops and quick refuelings minimize the trouble. Suspension is re-



MINI-BIKES

continued

MINI-BIKE DESIGN FORUM

conducted by Chuck Polly

Recent races have indicated a number of shortcomings in the basic concept of mini-bike design and construction. Racing always brings out the flaws in equipment and leads to development of the breed, thus it behooves us to take a close examination and see what can be done to purify the strain and raise up some really thoroughbred equipment. Several noted designers were commissioned by R&C to get the facts and present sketches of their solutions to existing problems. Stylist Chuck Polly got first hand knowledge by entering R&C's Tiny Bear Run and despite a thrashing from terrain and machine took first in class in both the scramble and field meet. When asked what was most severely needed, Chuck, who as at left spent much time restarting his mount, facetiously replied, "An electric Starter". Ed,

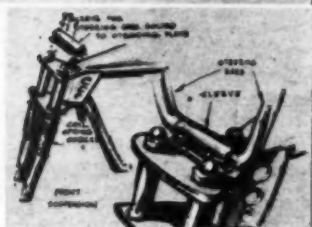


ROD & CUSTOM

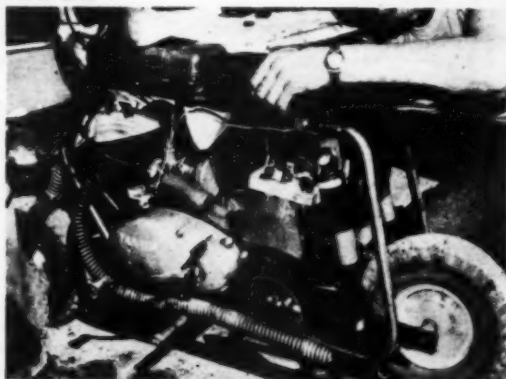
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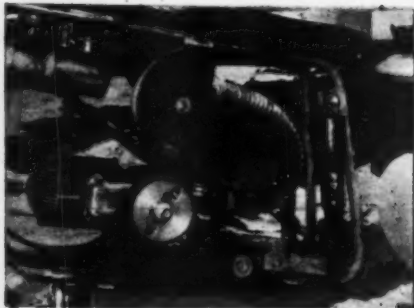
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ceiving a lot of thought and rear spring/shocks are appearing in numbers. The big need, though, has been almost neglected. Front suspension to absorb initial wheel impact must be further developed to smooth the ride; stiff for dirt, naturally, but rigid—never! New engines are on the scene and the small displacement mills are exciting. McCulloch's new MC-6 could be a real tiger, the MC-10 almost too hot. The Yamaha 125 with gearbox has been used successfully and their 175 cc scooter engine with torque converter or 50 cc with 3-speed box look promising. The Benelli 50 cc three speeder has been used





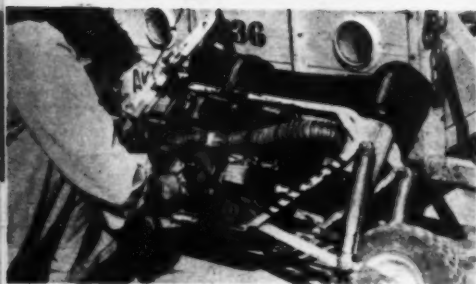
MINI-BIKES

continues

and belies its 3 cubic inch displacement. Handle bars should be able to clear knees and need leverage on cross country courses. They should be quickly adjustable to suit the rider and also replaceable in case of bending or desire to switch to another style bar. Frame strength can be gained without adding undue weight by gusseting with light gauge sheet metal. A heavier piece on the bottom can be an effective skid plate to protect the engine from rocks and even hinged at the front to allow easy access for maintenance and removal. Good knobby tires are all important for both front and rear. I'm surprised some enterprising recapper hasn't picked up on this natural market as yet.

Brakes need improvement, and wider shoes seem to be the answer with a 6" diameter wheel being the accepted limit to qualify as a true mini-bike. The belt or combination belt/chain drive is not adequate for really hot competition. However — and most mini-bike compsters have gone this route — it is simple to switch to full chain drive by purchase of a few parts.

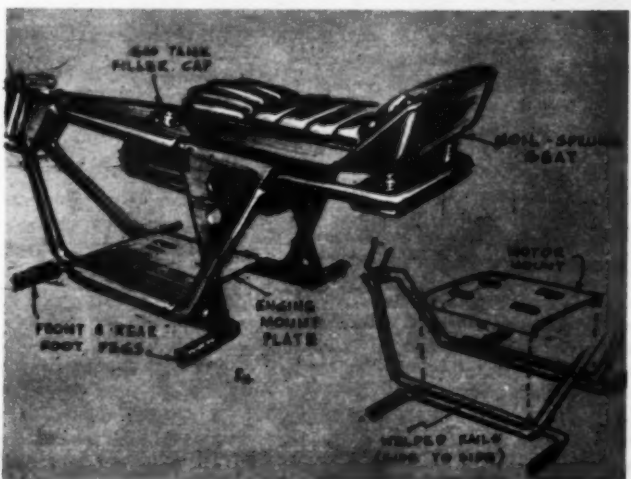
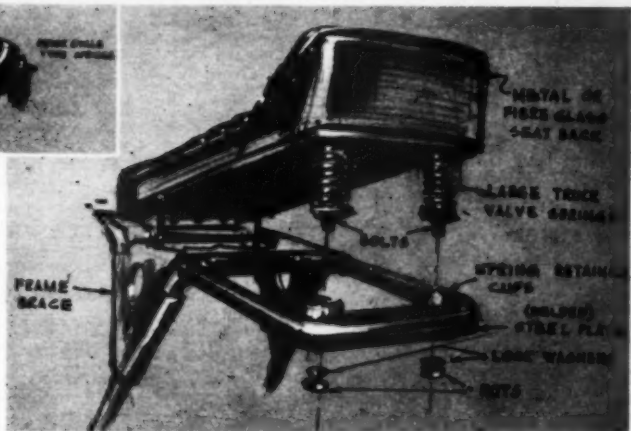
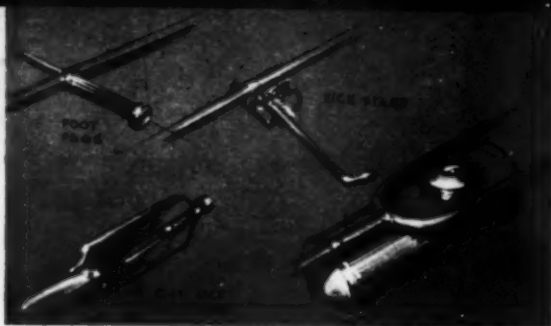
Biggest bugaboo plaguing the desert rider is dirt finding its way into the engine. Several good air cleaners of the paper element type in a variety of shapes and possessing untold more capacity than the engines normally demand have been seen. Flexible ducting as used on defrosters, etc., makes them easy to install — preferably close to the engine. Foot pegs are a real must. Control of the machine without a firm footrest is virtually impossible. Needed, too, is a positive rear chain adjusting

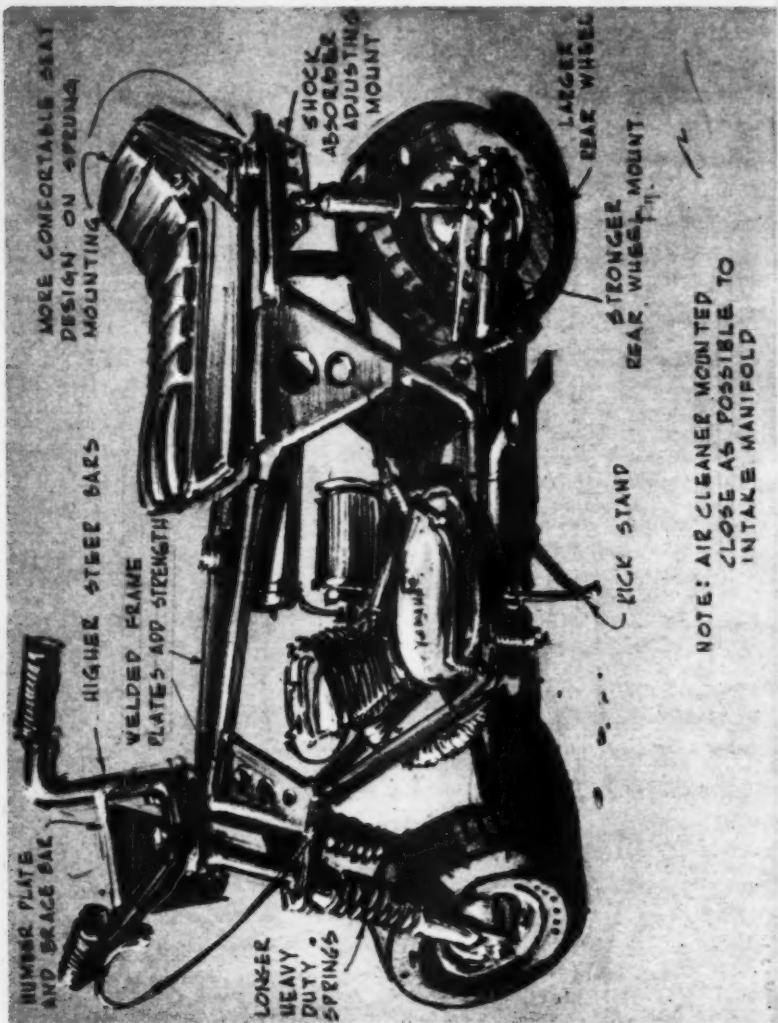


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mechanism. Any of several standard motorcycle practices can be used to advantage, eliminating cocking of the rear wheel and chain bind or slop. Since trees, etc., for leaning a machine against are oftentimes notably absent, a simple sidestand is a welcome addition to any machine. Location should be such

that it will not materially decrease ground clearance or be an obstruction.

Finally, and of course one of the biggest factors in rider comfort — with the end result of better performance — is a really adequate seat. Overtures have been made in this direction by several 'bike manufacturers, particu-

ROD & CUSTOM

MINI-BIKES

continued

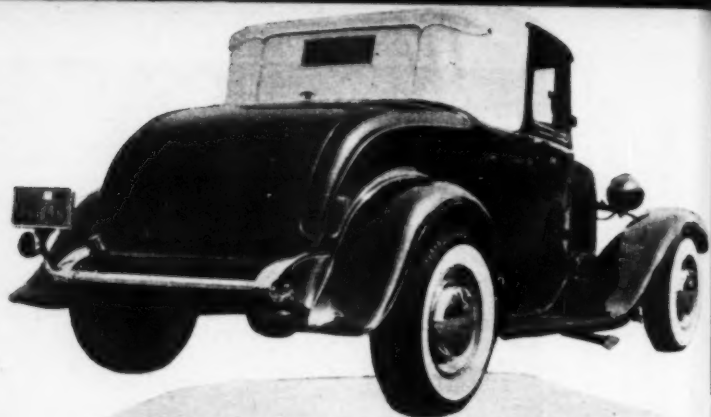
Forum conductor Charley Pelly takes artist Bob Hubbach's all-around machine shown on preceding page a step further in this illustration of a semi-streamlined bike for street and straightaway racing. Power is by a Villiers 97 cc engine lying prone as in an Italian Moto Guzzi. Bars are short, flat in road circuit style and seat has been smoothed out to permit sliding down to crouched riding position. Exhaust pipe is scarfed off at extreme angle and exits through skin behind rider's left leg. Rear mounted foot pegs are for rider when in low position.

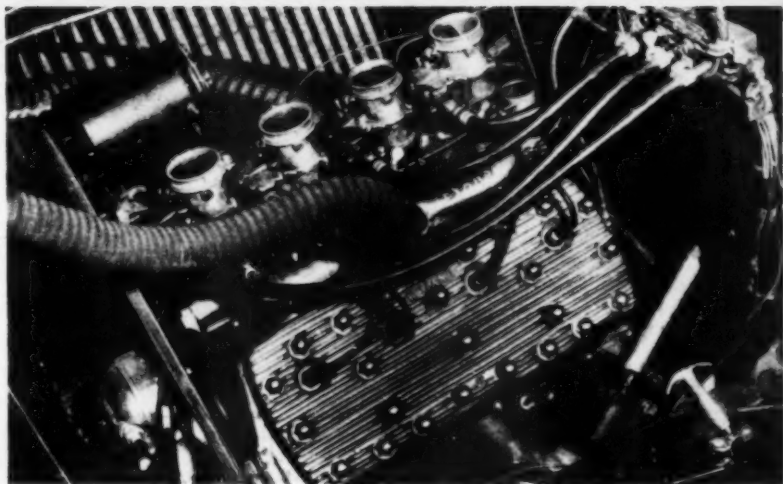


lary since Tiny Bear and a number of the specials or revamped stockers around have had the seats replaced with the closest thing to the living room couch that the owner could cram on the frame. Short exhaust stacks are guilty of blowing unburned fuel on riders' legs, etc., and also allow dirt to enter the

engine if it is dropped in the sand during a run or on cow-hauling ventures.

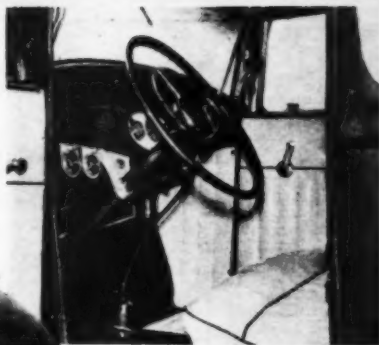
All in all it can be said that mini-cycling, though in its infancy, has a bright and promising future what with technical advances being brought forth with increasing regularity to satisfy the demands of the sport. •





**not quite stock looking,
this deuce still reflects...**

photos by pat brailer

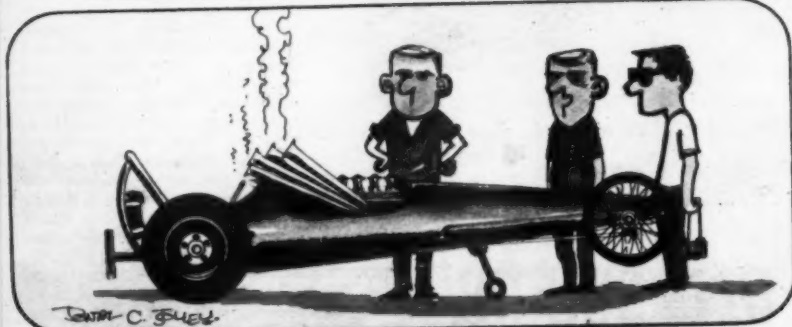
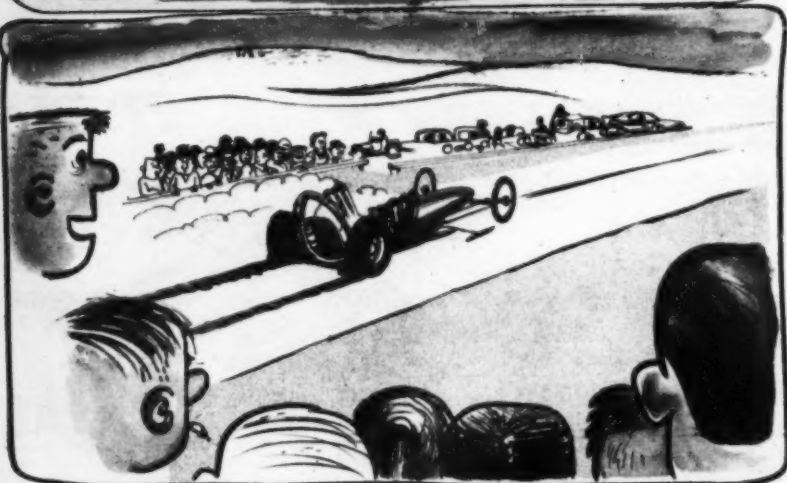
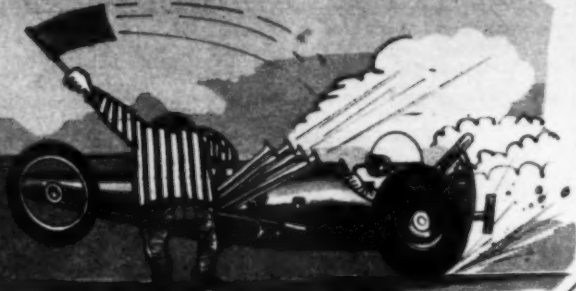


It is still possible to find some fellows with the "old school" flavor of rod building, as evidenced by this '32 Ford Sport Coupe, owned by Martin Zauss, Los Angeles. Not impressed with wild paint and chrome or radical body changes, Martin retained stock things like shell trim, taillight, hood and dash to make his Deuce outstanding. The trend continues under the hood where one finds a 296" flathead. Engine is equipped with Clay Smith cam, Harmon & Collins mag, Weiland heads, Evans 4-carb

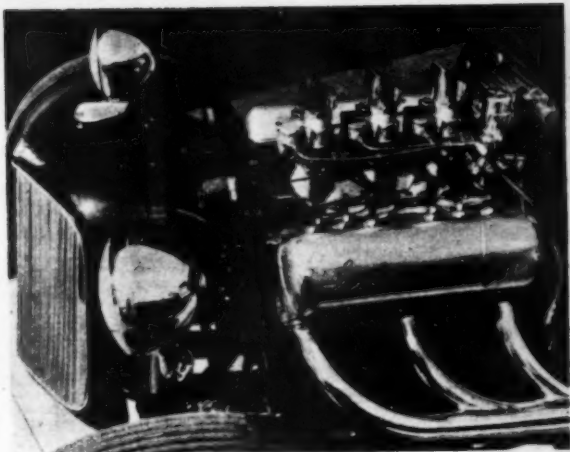
manifold, Weber flywheel and clutch. Maroon paint is set off by white top and tires. Interior is white Naugahyde with maroon trim, has fire extinguisher, pressure pump, extra instruments, long, long shift lever. Unlike the Cabriolet, Sport Coupe top does not fold.

THE SPIRIT OF THE OLD SCHOOL

the HAM



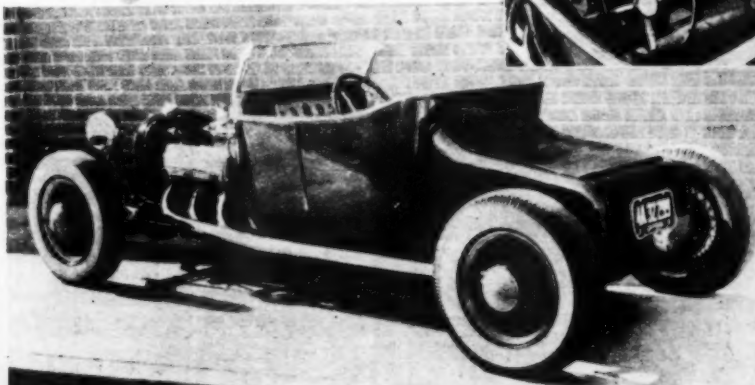
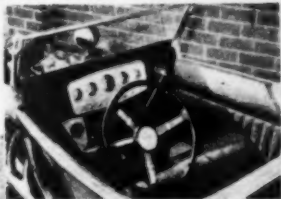
photos by dave scott



from the early days of rodding, iskenderian's roadster is still around—but not updated

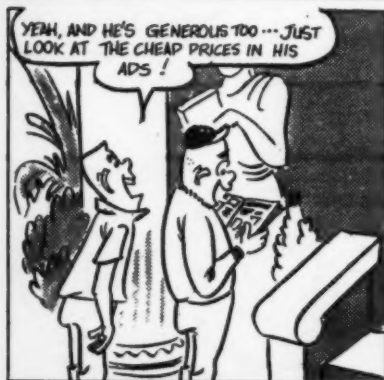
LEFTOVER

The name Iskenderian is usually associated with racing camshafts, but old-timers also associate the name with this clean '24 T-V8 roadster. Car looks today just as it did when built in 1940. Ed used a '32 Ford V8 with Maxi heads and valve covers of his own design. Triple carbs, Merc bore, Scinilla mag and, of course, an Iskenderian cam are used. The T body sits on Essex rails, rear end is '32 Ford. Distinctive grille is made of two upper-portions of '34 Pontiac (not Chrysler) grilles, welded together. Steering is Franklin, headlight brackets were made from aircraft struts. All four tires are 6.00 x 16. Interior is simple, has tach mounted in steering bracket. T body was bought for sum of \$41



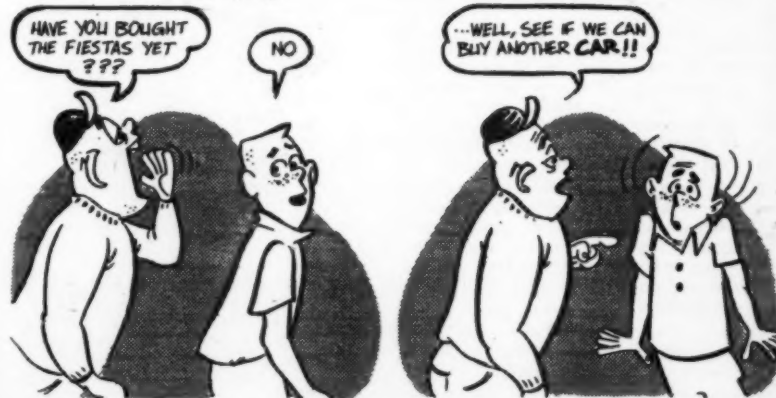
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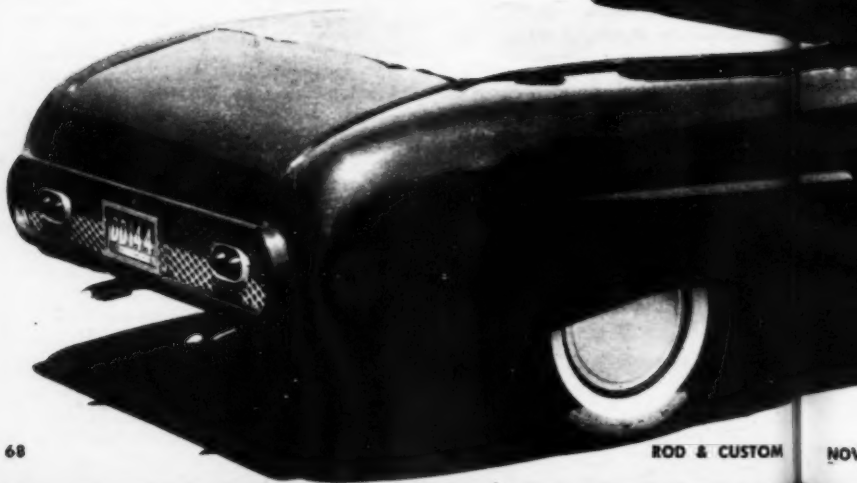
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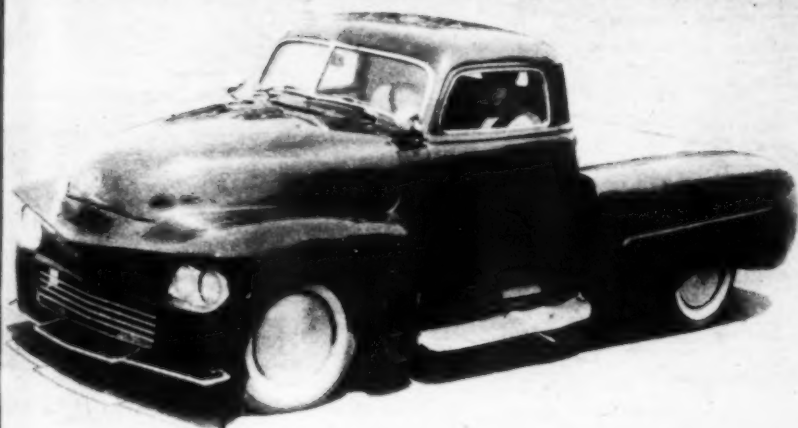
HOW'LL YOU HAVE YOUR HAULER?

**bernardo brothers wanted
a wild one**

Every custom body shop can use some rolling advertising. Most shops find use for a pick-up to do parts-chasing. George and Jim Bernardo decided to combine the two by mildly customizing their '48 G.M.C. ½-ton. When they finally rolled it from Bernardo's Auto Body, Milford, Conn., "mild" had changed to "wild". The top was chopped 4 inches and a scoop added. The hood was smoothed and a hand-made grille section made up using '58 Chevy headlights. When the '60 Plymouth was shown, the brothers were surprised to find the front fender line nearly matched their truck. Rear fenders are '52 Ford panels molded to bed and rear section. License and '50 Buick blinkers are backed by '58 Ford grillework. Tailgate opens for access to bed. Candy Apple paint was matched with red and white Naugahyde interior. Engine is stock '52 Chevy 6 with two carbs on McGurk manifold. Car has 13 trophies.



rolling
a pick-
Jim Ber-
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"wild".
a scoop
a hand-
S Chevy
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photos by jim chasse



Poison Ivy

open olds used a host of foreign components

Photo by Roger Hilborn

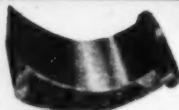


"Poison Ivy" is the name given to this green '54 Olds by owner Fred Savage, Coffeyville, Kansas. Fred had the car updated by 30 changes on the body alone. Beginning with the front, hood was smoothed, pancaked, louvered. '58 Edsel headlight rims frenched, '53 Stude grille shells molded to body and '53 Chevy grille with extra teeth installed. Door handles were removed, side trim replaced with '58 Ford trim, scoops hand-formed in front and rear of fenders. In the rear, deck was flared, '58 Dodge taillights added, Stude shells used again. Gas filler was moved into trunk, all extra seams filled. Hubcaps are from trailer. 20 coats of green lacquer finish the metal. Cockpit and trunk interior were done in white Naugahyde with pleats everywhere. Front seats are buckets from '37 Hudson Terraplane. Engine has Weiland triple manifold, Isky E-3 cam, reworked heads, headers. Hydramatic transmission has been beefed, has stick control. Car has been lowered front and rear.



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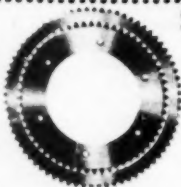
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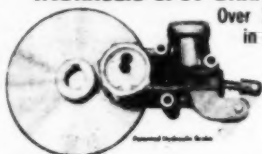
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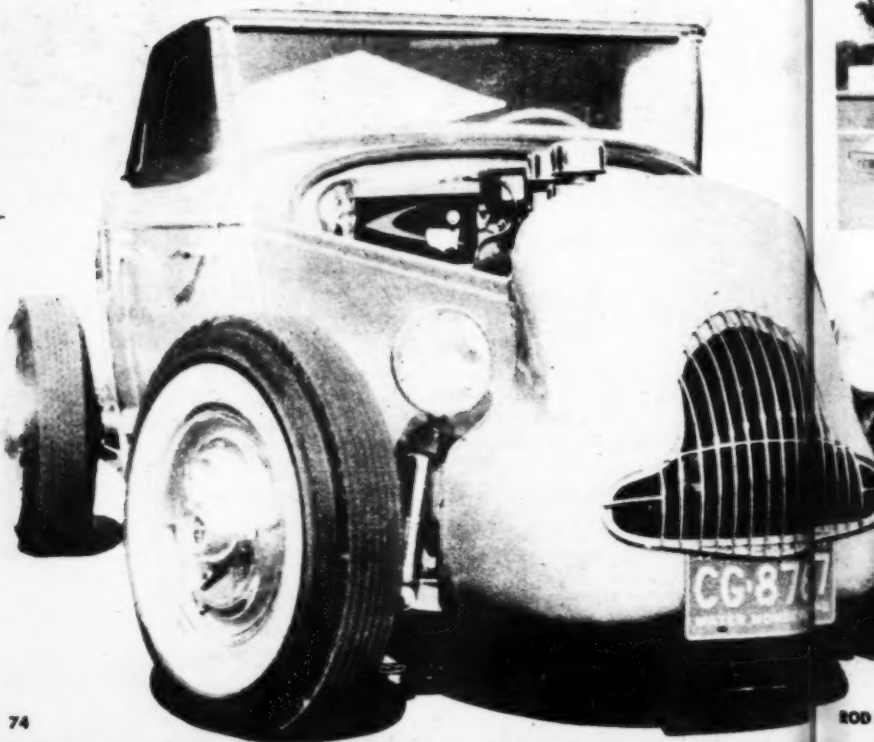
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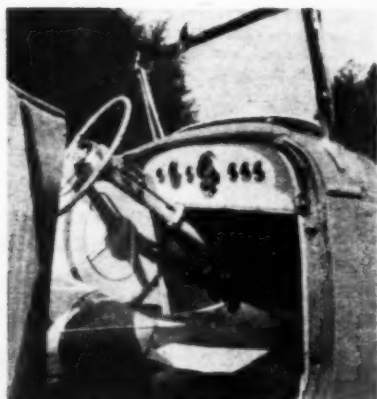
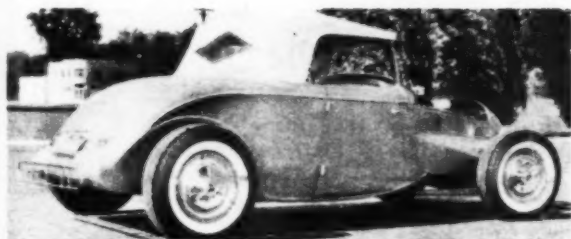


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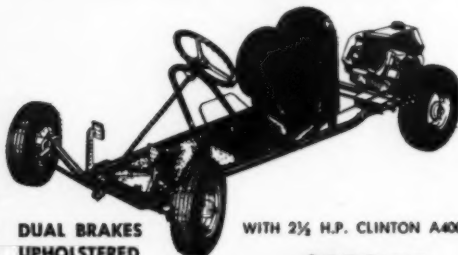
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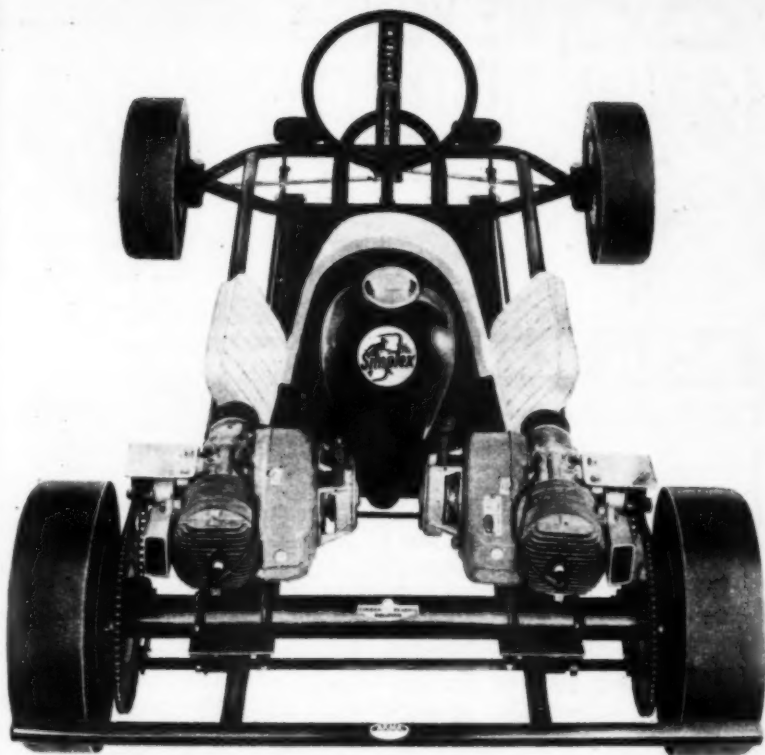
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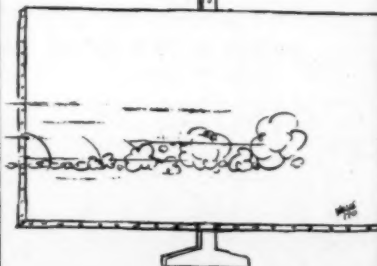
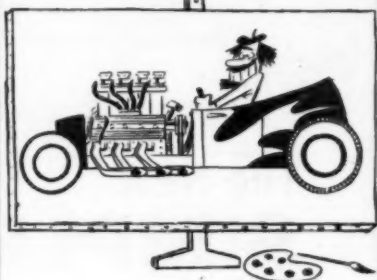
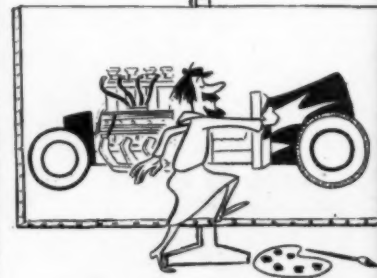
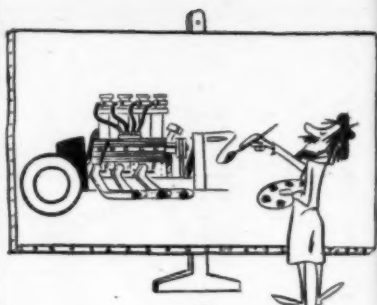
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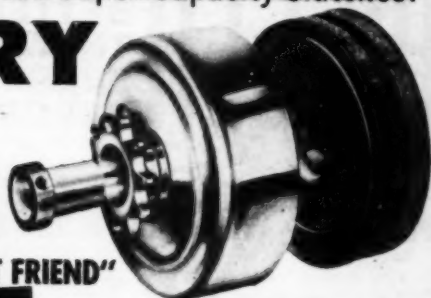
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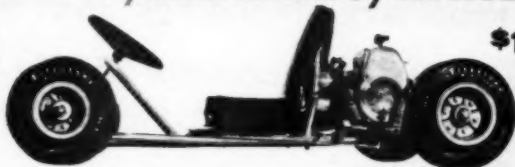
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1957 FORD



55-56 FORD



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1953 FORD

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1958 THUNDERBIRD NOW..... Each

Give the front end of your Ford, Chevrolet, Corvair, or Thunderbird an entirely new, more beautiful look. Add sparkling, streamlined beauty. Grills are custom tailored and contoured to harmonize with chrome trim, blend in perfectly with body lines. Tubes curve sharply back of each end to blend into grill opening. Grills are complete with necessary mounting brackets, bolts and are already assembled. Easy to install—no alterations, cutting or welding necessary. Perfect fit guaranteed. **GUARANTEED RUSTPROOF.** Deluxe quality—heavier $\frac{3}{8}$ " diameter, 18 gauge heavy stainless steel tubing. Tubes used in these grills are not solid but $\frac{3}{8}$ of a full tube—open in back. Brackets have welded studs that match original grill mounting holes. No alterations required.

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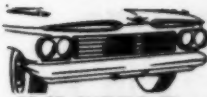
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1958 CHEVROLET



1957 CHEVROLET



1956 CHEVROLET

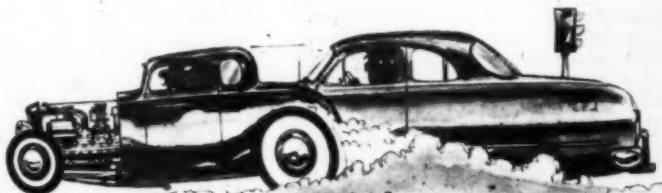


1955 CHEVROLET



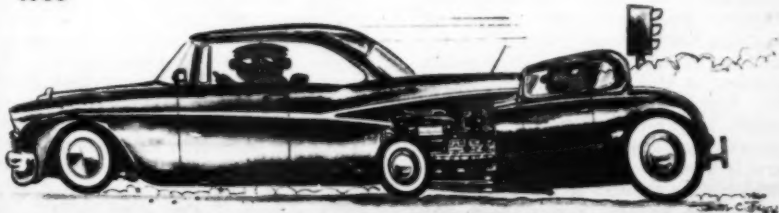
1960 Corvair

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Y'KNOW, I JUST DON'T GET M'KICKS DRAGGIN' STOCKERS!

1960



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NOVEMBER, 1960

81

PRIZES FOR ALL IN R & C's ACTIVITY CONTEST



Now that several months have passed since the inception of our kart activity contest it seems evident that readers will have a host of ideas from which to draw as we begin announcing the winners and their activities. It seems, too, that some winners may be repeaters, as several of these fellows submitting material are apparently a never-ending fountain of thoughts as to what can be done on a kart. There is no limit to how often you may enter — or win — so get your ideas in the mail today.

By way of review, anyone may win one or more worthwhile prizes by merely sending in an activity idea for karts which may be selected as the best of the month. Activities should be as original as possible, but may be something that you or your club has been using for some time. Those ideas which place less emphasis on racing and more on fun for all the family will be in the best position for the winning entry. Please limit all written entries to 1000 words or less. Entries which include photographs of such an activity actually being used will be eligible for a special added bonus.

A new contest will be run each month for a total of twelve months. In addition to being eligible for the Monthly Prize, you may win one of the Quarterly Prizes, judged as the best of the three preceding Monthly entries, or the final Grand Prize for the Best Idea of the Year. Entries which may not qualify for Monthly awards may still be selected for Honorable Mention and will receive a free subscription to Rod & Custom.

Entries postmarked during the

month of November will be eligible for the November contest and the winner (and his idea if of sufficient reader interest) will be announced in the March '61 R&C.

Monthly prizes will be valued at a minimum of \$25, and will be rendered in merchandise from one of R&C's many advertisers.

Entries become the property of Rod & Custom and none can be returned. Judging will be based on appropriateness and ease of staging such an activity. In the event of more than one similar idea, the one with the earlier postmark will receive the award.

The prizes for the November contest are offered by the Bill Matthews Company at 846 East Valley Boulevard, San Gabriel, California. Sure to be wanted by every karter is the famous "Piggy-Back" fuel tank, a large capacity tank that fits behind and is contoured to the shape of the seat back. The value of this chrome-plated beauty is \$16.05. Topping it off is Matthews' own special three spoke racing steering wheel, selling for \$10.00 — a real boon to comfort in competition and easy on the hands in all forms of karting.

As a bonus for usable photos, R&C will match the prize offered, or pay \$25 cash to the winner. Quarterly prizes will have a value of \$50 or more and the award for the Best Idea of the Year will be valued at over \$100.00. Just one good idea, and photos which can be used in R&C could bring you over \$200 in valuable merchandise prizes and cash. Don't just sit there...send in that idea NOW!

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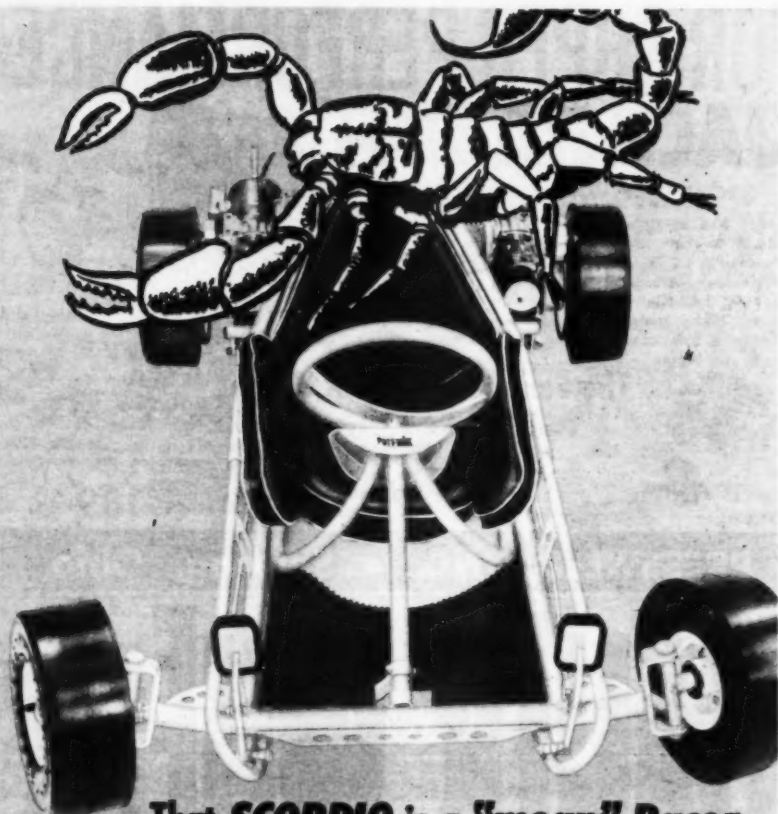
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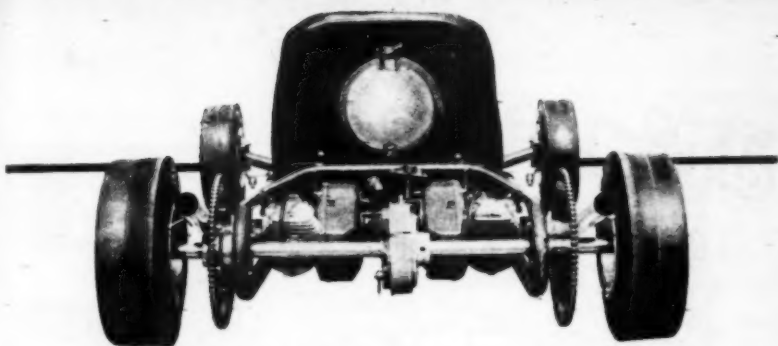


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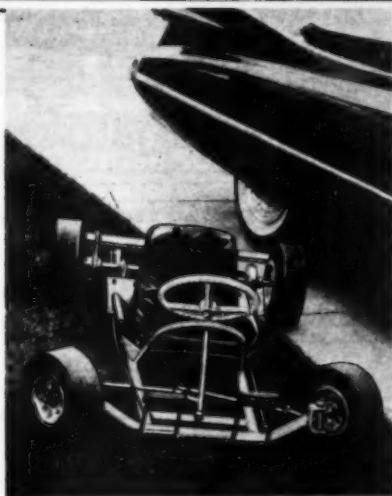
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MINI-BIKES

continued from p. 51



Bug Engineering's new Flea and Super Flea have up to the minute design. Specifications are: height 31", length 46". Hands aluminum Timken bearing wheels mount 12" knobby tires. Chain driven jack shaft has chain guard. Mechanical spot disc is another exclusive feature with motorcycle throttle and brake grips and a seat made of 4" foam rubber that can take any size man, woman or child. Total weight is 60 lbs. Two models are available, the Flea with an A-400 Clinton at \$169.00 or engine with prices starting at \$219.00. Write for full particulars to Bug Engineering, 330 South Irwindale Avenue, Azusa, California.



Equipped with the Clinton A-490 engine and priced at \$129.95, the 500 Cub is set to go for street or trail. Design and construction is similar to several other makes, proving that it's hard to improve on basic frame styling. Not available at prestime are photos of this company's newest mini-bikes, slightly larger in size and equipped with optional engines such as West Bend 700, Clinton A-490 and McCulloch MC-10. Prices on the latter runs a nickel shy of \$250, but power available with precision engine makes it a hauler in the rough. For full information write The 500 Industries, Fremont, Nebraska

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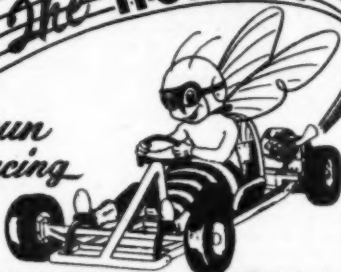
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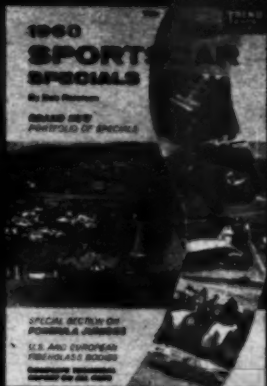
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... "KARTING CENTER OF THE WEST" ...



by **Les Ritchey**

TECH SPECS

technical editor

Dear Les:

Can you give me any information on how to shorten a 1951 Ford Station Wagon rear end, so it will fit under the body of my '49 Ford Sedan. The tires stick out past the body about an inch and a half on each side. One buddy told me I could use Plymouth wheels. Would I get more miles per gallon with this rear?

P. S. Both cars had a standard shift trans.

Jake Bailey

Memphis, Tenn.

I would suggest you leave the rear end which came stock in your Ford, as the one from the Station Wagon probably has 4.27 or at the highest 3.92's so you would be wasting your time gas mileage wise. If you still want to put it under your car, disassemble the center section and axles and take it to any machine shop that has a lathe that can swing 14" and 57" on centers. Cut one inch from each side and arc weld it back together while it is still in the lathe. Then cut 1" from each axle and reassemble.

Dear Les:

I own a '54 Ford Convertible and am ready to take my first chance at customizing it. Any ideas or suggestions on restyling the '54 Ford would be appreciated very much. I would also like to know what requirements are necessary for dropping a '56 T-Bird engine in the '54 chassis and how to get the most speed out of it and what transmission and rear end would be best for the power. Thank you for your trouble.

Charles Lang

Louisville, Ohio

continued on p. 96

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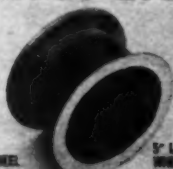
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TECH SPECS continued from p. 94

A '56 T-Bird engine will fit into your '54 Convertible with no alteration at all. I would suggest a 4.11 rear end with the over-drive transmission. This will give you a good dragging gear and an ideal cruising gear (over-drive) on long trips. By milling the heads .050 and installing one of the many dual four throat manifolds, the maximum for the minimum money spent may be obtained. If you intend to go into the engine, '57 2" intake valves along with a good port job and cam will make a world of difference. Any over boring or stroking, naturally, will add to the performance. With any cam installation it is wise to remember to use stock Ford chilled iron lifters.

Dear Les:

I have a '59 T-Bird hardtop with a stock 352 cubic inch engine with cruise-o-matic transmission. Last year I dragged in super stock and I was very slow compared to Pontiacs and Chevrolets. Would you please tell me some things I could do with my car to make speed and e.t. better.

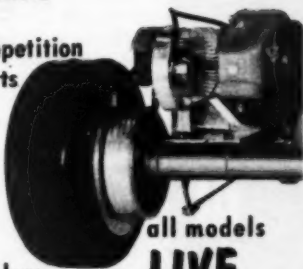
W. E. Russell Apalachin, N. Y.

To improve the performance of your '59 Bird, a rear end change is mandatory. 3.89's would be good for dragging as well as around town, but for all out drag racing, 4.86's are the ultimate. Now, for the engine, by giving the crank shaft and pistons additional clearance and the installation of Ford's optional high performance heads, intake manifold, exhaust manifolds and cam, 360 h.p. may be obtained. I, also, would suggest using the big Merc. Holley Carb. with this arrangement and some cheater slicks. You shouldn't have much trouble with those other

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In the last issue I discussed the experiment at Detroit Dragway to get a highly-accurate speed on the Garlits-Malone dragster when running a full nitro load on an all-out go. The result was 190 mph — which driver Malone admitted was a “real quickie” (the front wheels were lofting near the traps). Don Garlits said at that time that somebody would hit an honest 200 mph by the end of the year.

I was intrigued. I couldn't help but wonder what the mechanics would do to hit 200 that they're not doing now running in the 180-190 mph range. Garlits was not too helpful. (He's a little tighter with his speed secrets now that he's a \$30,000-a-year full-time pro!) He admitted, however, that the problem was more traction than horsepower. Right now they're smoking all the way through the quarter, using huge 9¼" M&H Racemasters on 10" rims, a 3.08:1 rear end — and the whole car with Malone in it weighs a shade over 1800 lbs.! There's no place to go from here on traction, except maybe ballast the weight up — but that would take that much more HP to accelerate it. The only answer is to get more forward thrust *per pound of car weight* — in other words, a higher “traction coefficient” from the tires. Frankly, I seriously question the Garlits-Malone take-off technique. Malone just parks his foot in it right off the line and burns like crazy; you can't see the tail of the car for the first 300 ft. Garlits says this technique has given the best speeds and e.t.'s. But it's a well-established fact that a rubber tire shows its best traction coefficient when *just on the verge of breaking loose* — and once you bust loose and burn the coefficient does not come back up to its maximum value. And further evidence: In a recent match race between Malone and Kris Karamesines at the Stanton, Mich. strip (both running very similar cars), Karamesines pulled away gradually over the full quarter, with very little rubber-burning — and won by a car length. It looked almost like most of Garlits' horsepower was going up in smoke, so to speak. Racemaster slicks have a reputation for giving more traction when burning than other slicks; but they're not magic — and there's no evidence to suggest that the laws of static and sliding friction have been repealed. Perhaps we'd do well to get back to the old art of “feathering” off the line to keep those tires biting all the way.

One other tough problem with these 190-mph blown jobs is detonation and pre-ignition with the high-nitro fuel. Nitro doesn't have the evaporative cooling effect of alky, and the tremendous heat release in the combustion chambers when developing over 800 horses heats things up in a hurry. By the time you reach the speed traps the plug tip may be glowing red hot and firing the mixture early on the compression stroke — with pistons melting, rings breaking, rods bending, and horsepower going nowhere. This has always been a problem with nitro mixtures of over 60%, but the advent of blowers last year made things tougher. Garlits says he has it licked — but won't give details. Karamesines says the big secret is using very cold plugs, polishing off all possible hot pots in the combustion chamber, and then running the nitro very rich to take advantage of what evaporative cooling there is. Even then you're hanging by a thread if you run over 75% nitro with 15 lbs. boost pressure!

But how else are you going to get that 800-900 hp necessary to take advantage of the potential traction of the Racemaster slicks over the full quarter — and get that 200 mph everybody is expecting?

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